

WEBSTER'S
DICTIONARY.
SIX DOLLARS ONLY.
AT
The Hongkong Telegraph,
Office.

The Hongkong Telegraph

ESTABLISHED 1881.

NEW SERIES No. 943.

日三月十五年四十二號光

FRIDAY, JULY 1, 1898.

五

七月七號香港

THIRTY DOLLARS
PER ANNUM.

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sale Agents for the
UNITED ASBESTOS COM-
PANY, LTD., LONDON.
DODWELL, CARLILL & CO.,
General Agents.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
SUBSCRIBED CAPITAL Yen 12,000,000
PAID-UP CAPITAL 9,000,000
RESERVE FUND 6,660,000
Head Office:—YOKOHAMA.
Branches and Agencies.
KOBE NEW YORK LYONS
LONDON SAN FRANCISCO HONOLULU
BOMBAY SHANGHAI
LONDON BANKERS:—
THE LONDON JOINT STOCK BANK, LTD.
PARRS' BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.
On fixed deposits for 12 months at 5 per cent.
" " " " 4 "
" " " " 3 "
" " " " S. CHOH,
Agent.
Hongkong, 13th March, 1898. [38]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.
CAPITAL PAID-UP £600,000
RESERVE LIABILITY OF SHARE-
HOLDERS £600,000
RESERVE FUND £150,000
INTEREST ALLOWED on CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months... 5 per cent.
" " " " 6 "
" " " " 3 "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 24th May, 1898. [31]

THE NATIONAL BANK OF CHINA,
LIMITED.
Authorized Capital: £1,000,000
Paid up Capital £324,374
HEAD OFFICE:—HONGKONG.
Court of Directors:
D. Gillies, Esq.
J. T. Lauts, Esq. (Chairman; Shanghai;
Chen Kit Shan, Esq. | Kwan Hi Chi, Esq.
Chief Manager,
G. W. F. PLAYFAIR.
Interest for 12 months—Fixed, 5 per Cent.
On Current Account, Daily Balances 2 per
Cent. per Annum.
Hongkong, 20th November, 1897. [3]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$8,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000
COURT OF DIRECTORS:
Hon. J. J. BILL-IRVING, Chairman.
R. M. GRAY, Deputy Chairman.
C. Beumann, Esq.
David Gubby, Esq. | R. L. Richardson, Esq.
A. Harpt, Esq. | P. Stiches, Esq.
A. McConachie, Esq. | R. Stewart, Esq.
A. I. Raymond, Esq. | N. A. Siebs, Esq.
Chief Manager:
Hongkong—T. JACKSON, Esq.
MANAGER:—
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 20th May, 1898. [5]

HONGKONG SAVINGS BANK.
The business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 4 PER
CENT. per annum.
Depositors may withdraw at their option
amounts of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [10]

ANTI
CORROSIVES
ANTI
FOULINGS
MANUFACTORY
all sorts of
OIL PAINTS and COLOUR-WASH
PAINTED IN ALL COLOURS
TO SUIT PURCHASERS.
GENERAL AGENCY.
BAILEY'S ENGINEERING AGENCY,
17, PRAYA CENTRAL,
Hongkong, 14th May, 1898. [59]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

—(a)—

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON	Ceylon	C. H. C. Weston, R.N.R.	About 5th July.....	Freight or Passage.
JAPAN, &c.	Japan	T. Leigh	About 6th July.....	Freight or Passage.
LONDON, &c.	Verona	S. Barcham	Neas, 9th July.....	Freight or Passage.
JAPAN	Rohilla	S. de B. Lockyer, R.N.R.	6 P.M., 9th July.....	Freight or Passage.
SHANGHAI	Coromandel	F. N. Tillard	About 9th July.....	Freight or Passage.

(Passing through the Island Sea). (See Special Advertisement).

For Further Particulars apply to:

H. A. RITCHIE, Superintendent.

Hongkong, 1st July, 1898. [5]

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager,

Yokohama, 1st October, 1897. [36]

D. C. L.

OLD TOM GIN \$2 per doz.
DRY GIN 7 "

Owing to our holding sole bottling rights from the DISTILLERS CO., LTD, we are able to offer their HIGH-CLASS GINS at above LOW PRICE.

H. PRICE & CO., WINE & SPIRIT MERCHANTS, No. 12, QUEEN'S ROAD CENTRAL.

AQUARIUS.

"A PERFECT TABLE WATER."

It is gratifying in these days of Typhoid to come across A
REALLY PURE AND PALATABLE TABLE WATER; AQUARIUS IS SUCH; we
have tried it ourselves and found it admirable.—Sporting Times,
London.

CALDBECK, MACGREGOR & Co.,
Agents,
AQUARIUS COMPANY. [15]

15, Queen's Road.

AT THE HONGKONG HOTEL.

CURRY

W. POWELL & CO.
A CAPITAL ASSORTMENT OF
BLACK & COLOURED LACES
SUITABLE FOR BLOUSES, DRESSES, ETC.

Hongkong, 14th June, 1898.

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,

FOR THE UNITED ASBESTOS COMPANY, LIMITED, CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE HYDRAULIC AND SELF LUBRICATING PUMP PACKING.

"VICTOR" METALLIC BOILER JOINT.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION.

ESTIMATES given for every DESCRIPTION of Work.

SUPERINTENDENT, THOS. SPANN.

DODWELL, CARLILL & CO., Agents.

27] PEAK HOTEL

1350 FEET ABOVE SEA LEVEL

A FIRST-CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY LOCATION. Commanding Magnificent View of the City and Harbour, the Mainland of China, and Dangerous Islands. Cool southerly breezes in Summer, with perfect protection against the North-East winds in winter.

Well appointed rooms, attentive service and excellent Cuisine.

J. MARCESSE, Chef de Cuisine.

CRAIGIEBURN is now open, for terms apply to

CITY OFFICE, No. 7, Duddell Street. [28]

LARGEST BOMB EVER FIRED!

STRAIGHT INTO DEWEY'S SHIP!

IMMENSE DESTRUCTION!

Yes, 'tis true, TO-DAY Messrs. WATKINS & CO., Agents for the famous

SCHLITZ BEER,

acting under direct instructions from the manufacturers, have pitched the biggest bomb ever destined for a warship right into

DEWEY'S FLEET.

It contained no less than

30 BARRELS OF SCHLITZ BEER,

or 3,600 Bottles of the Beer that made Milwaukee Famous. That'll be a reviver for the Boys of Uncle Sam's Navy, after they've planted the Star Spangled Banner on the walls of Manila City.

WATKINS & CO.,

QUEEN'S ROAD.

Hongkong, 30th June, 1898. [14]

ROBERTSON SANDERSON & CO., L I M I T E D.

LEITH.

CELEBRATED SCOTCH WHISKIES.

GLENLEITH BRAND \$10
SECOND TO NONE 12
MOUNTAIN DEW 12
LIQUEUR WHISKY 15

All the above brands we guarantee to be pure Malt Whiskies. The differences in price are regulated by the age of the Whisky. The "Second to None," "Mountain Dew," and Liqueur Whisky are all over ten years old.

Sole agents for Hongkong and Southern Ports of China.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 19th May, 1898. [66]

CHAMPAGNE, 1 doz. quarts, \$35.50
1 doz. pints, \$37.50

WHISKY, 1 doz. bottles, \$10.50
10.50

DEWAR'S IMPERIAL INSTITUTE

MCCREADIE'S "SPECIALLY SELECTED"

PORT WINE, 1 doz. bottles, \$24.00

GUEDES' "3 GRAPE" BRAND

SHIENWAN, JONES & CO., Agents.

10, QUEEN'S ROAD.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAEL\$ 600,000. EQUAL TO \$133,333.33

RESERVE FUND \$118,000.00

BOARD OF DIRECTORS.

LEE SWO, Esq., LO YEE MOON, Esq.

LO TAO SHU, Esq.

MANAGER—HO AMEI.

MARINE RISKS on GOODS, &c., taken

at CURRENT RATES, in all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 1st Decr., 1894. [29]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED \$1,000,000.

The above Company is prepared to accept

MARINE RISKS at CURRENT RATES of Goods, &c., Policies granted to all Parts of the world

available at any of its Agencies.

CHAO-SUNG, F.A.C.

GENERAL AGENT.

W. POWELL & CO., Agents.

Hongkong, 1st Sept., 1894.

LUTGENS, EINSTEIN & CO.

Hongkong, 11th September, 1894.

THE HONGKONG TELEGRAPH, JULY 1, 1898.

To-day's Advertisements.

ZETLAND LODGE,
No. 125, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-NIGHT, the 1st instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 1st July, 1898. [81c]

THE NORWICH UNION FIRE INSURANCE SOCIETY.
FOUNDED 1797.

AMOUNT INSURED.....\$30,000,000
LOSSES PAID.....\$2,350,000
PREMIUM INCOME.....\$72,000

The Undersigned, Agents of the above Company are prepared to accept RISKS against Fire at CURRENT RATES.
DAVID SASOON, SONS & CO.
Hongkong, 1st July, 1898. [81a]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND TAMSUL
THE Company's Steamship

"HAJIMUN."
Captain Hodgins will be despatched for the above Ports, TO-MORROW, the 2nd instant, at 2 p.m.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 1st July, 1898. [80c]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR CHEFOO AND NEWCHWANG.
THE Company's Steamship

"HOIHOW."
Captain Carnahan will be despatched as above TO-MORROW, the 2nd instant, at 2 p.m.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st July, 1898. [81b]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAIWANPOO.
THE Company's Chartered Steamship

"NANYANG,"
Captain Lehmann will be despatched for the above Ports, on SUNDAY, the 3rd instant, at 2 p.m.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 1st July, 1898. [80d]

FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Steamship

"CATHERINE APCAR,"
Captain J. G. Olliff will be despatched for the above Ports on TUESDAY, the 5th instant, at Noon, instead of as previously advertised.
For Freight or Passage, apply to
DAVID SASOON, SONS & Co.,
Agents.
Hongkong, 1st July, 1898. [76c]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.
THE Company's Steamship

"MEMNON,"
Captain Mogridge will be despatched on TUESDAY, the 5th instant, at 2 p.m.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st July, 1898. [81c]

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"ST. NINIAN,"
will be despatched as above on or about the 7th instant, 1898.
To be followed by
S.S. "CRAIGEARN," on or about 20th July, 1898.
S.S. "FORTUNA," on or about 5th August, 1898.
For Freight, &c., apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 1st July, 1898. [73c]

Intimations.

DAKIN, CRUICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, RESTAURANTS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [30]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertising, &c., be addressed to "The Manager, Hongkong Telegraph" and not to the Editor.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily, however, by his title.

Within the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions of public interest. It must be distinctly understood that the *Editor* is not in any way held responsible for the views expressed.

Intimation.



A. S. WATSON & CO.
LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.C.L., F.R.S., F.O.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.
Hongkong, 18th June, 1898. [7]

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 1, 1898.

REUTER'S MESSAGES.

THE SPANISH-AMERICAN WAR.

LONDON, June 29th.

It is reported in New York that the Americans have cut the water mains supplying Santiago de Cuba.

General Merritt left San Francisco yesterday proceeding with all haste to Manila where, upon arrival, he will issue a proclamation announcing the establishment of a provisional Government.

President McKinley has proclaimed the extension of the blockade to the whole Southern Coast of Cuba and also of San Juan, Porto Rico.

GREAT BRITAIN AND CHINA.

Mr. Curzon states that the Government will insist upon the Chinese Government revising the regulations for inland navigation, in a satisfactory sense.

THE PLAGUE.

During the 24 hours up to noon, 1st July, no new cases and no deaths from plague were reported.

LOCAL AND GENERAL.

A SENTENCE of twenty-eight days' gaol was awarded a coolie to-day for stealing a quantity of empty sacks.

A CHINAMAN, charged with keeping an unlicensed common lodging house, was to-day fined \$10 or one month.

THE crime of stealing from the person to-day faced a culprit being sent to prison for forty-two days with hard labour.

THE Band of the K. O. L. Regiment will play the following programme at the Officer's Mess this evening, commencing at 8 o'clock:—

Cadence, "Marchion in Bord,".....Supper Selection, "The Mikado,"....."Gelat Intermission, "Remembrance,".....Tunell Polonaise, "Makem,"....."Four Years Remembrance of Verd," Arr't V. Achille Williams, "God Save the Queen."

MESSRS. Wheelock & Co., in their *Freight Market Report* date Shanghai, 27th June, 1898, state:—In our last issue we noted that there was a probability of rates to New York being further reduced, and this probability became a reality as soon after we wrote as possible, they did not go down with a rush, but over a few months, but over the last two or three years, shows no trace of humiliation for this country or abasement of any points of our charter as defined by Mr. Balfour at Manchester. That we have failed to secure a complete understanding with Russia is a matter of regret, but the fault lay not with Lord Salisbury, who spared no pains to attain it. And if we judge our diplomacy by the test of results, we find ourselves in an infinitely stronger position to-day than we were when the Chinese crisis assumed an acute phase. Russia, has obtained Port Arthur, and against that we must set Wellesley, which for all political purposes, at any rate, is its equivalent. Besides that, without giving either financial assistance or guarantees of protection to China Great Britain has obtained, not for herself only, but for the world, the opening of new ports, the permission to use the water-ways of China, the permanent appointment of an Englishman as Inspector-General of Customs, and the pledge that the Yangtze Valley shall never be alienated to any other Power, and not a single commercial port has been opened to others which is not also open to us. Moreover, our influence in Pekin, thanks largely to the distrust inspired by M. Montrouzier's duplicity, stands higher than it ever did, and the advice of our Minister is sought by the Chinese Government on every occasion. And yet a policy which can show such results is dubbed a failure; and a short-sighted democracy is inclined to believe, and perhaps does believe, that the accusation is true.

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THE HONGKONG TELEGRAPH, FRIDAY, JULY 1, 1898.

CHANGE OF MINISTRY IN JAPAN.

The Japanese Consul at this port received a telegram from his Government last night to the effect that Marquis Ito's Cabinet resigned yesterday and a new ministry has been formed as follows:—
 Count OKUMA, Prime Minister and Minister for Foreign Affairs.
 Count ITAGAKI, Minister for Home Affairs.
 Mr. M. MATSUDA, Minister for Finance.
 Mr. M. OISHI, Minister for Commerce and Agriculture.
 Mr. Y. HAYASHI, Minister for Communications.
 Mr. Y. OZAKI, Minister for Education.
 Mr. Y. OHIGASHI, Minister for Jurisprudence.
 Both war and Naval Ministers remain as before.

THE ROYAL HONGKONG GOLF CLUB.

PROFESSIONAL PARKS TOURNAMENT.

Fourteen couples entered, and in the latter half of June some interesting matches resulted. The winners of last year are again at the head of the list, after having tied with their opponents in the semi-final, and on replaying the match defeated them after a close game by 3 up and 1 to play.

FIRST TIES.

Mr. E. E. Deacon and Mr. J. F. Nohia (bankers), a bye.

Messrs. C. H. Grace and W. Taylor (advertisers), allowing 3 strokes, Hibbert and Lest, Lethbridge (arms) 4 strokes, were defeated by 6 up and 4 to play.

Messrs. A. S. Anton and A. J. McClure (bankers), allowing 3 strokes to Messrs. W. J. Saunders and G. T. Velich (insurance), won by 5 up and 3 to play.

Messrs. P. A. Cox and G. Millward (shipping), receiving 2 strokes from Dr. J. A. Lowson and Capt. R. Ramsey, R.N. (civil service), won by 3 up and 2 to play.

Messrs. C. W. May and P. de C. Morris (bankers), allowing 3 strokes defeated Messrs. H. L. Dalrymple and C. A. Tomas (merchants), by 3 up and 1 to play.

Capt. Montgomerie, R.N., and Com. Taylor, R.N. (Navy), allowing 4 strokes to Messrs. A. Smith and E. F. Mackay, won by 6 up and 4 to play.

Dr. J. M. Atkinson and Mr. H. P. Tucker (civil service) a bye.

SECOND TIES.

Capt. Hibbert and Lest Lethbridge, allowing 2 strokes, defeated Messrs. E. E. Deacon and J. F. Nohia by 3 up and 1 to play.

Messrs. A. S. Anton and A. J. McClure, allowing 4 strokes to Messrs. G. W. F. Playfair and H. Pluckney (bankers), were defeated by 5 up and 4 to play.

Messrs. G. Stewart and M. Stewart (finance), receiving 2 strokes from Dr. J. A. Lowson and Capt. R. Ramsey, R.N. (civil service), won by 3 up and 2 to play.

Messrs. C. W. May and P. de C. Morris (bankers), allowing 3 strokes defeated Messrs. H. L. Dalrymple and C. A. Tomas (merchants), by 3 up and 1 to play.

Messrs. G. Stewart and M. Stewart, allowing 6 strokes, defeated Capt. Hibbert and Lest, Lethbridge by 3 up and 2 to play.

The Naval representatives, who stood a very good chance of being in at the finish, were unfortunately obliged to scratch owing to H.M.S. "Dorsetshire" being ordered away to Manila. Two of the civilians likewise scratched consequent on the indisposition of one of the pair.

CAPTAIN'S CUP FOR JULY.

This competition is fixed for Saturday, July 9th, to Monday, July 11th, and the

QUARTERLY MEETING FOR THE MACLEWEN CUP, &c., will be held at the end of the following week.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE TYPHOON.

To THE EDITOR OF THE "HONGKONG TELEGRAPH."
 Sir,—From time to time during the past decade I have been a peripatetic visitor to this port and in common with others of my profession have had cause to both bemoan and curse the "look-out man" who studies the sun, the moon, the stars, the skies and goodness knows what else besides with a view to furnishing the Colony with "Typhoon Warnings." Caustic and, sometimes, vicious have been the criticisms indulged in at the expense of the official responsible for storm warnings issued from the Hongkong Observatory when it has been found that he was a little out in his calculations. But I cannot remember—possibly I was at sea when it was published—any credit being given to the gentleman who has to be up night and day watching indications of a typhoon advancing on the teletype, or observing what he believes to be indications of an approaching cyclonic storm which he succeeds, by his skill, his perseverance and knowledge obtained by research and unceasing toil, in locating a typhoon and giving us all timely warning of its approach. Distilled hundreds of thousands of dollars worth of property and scores of valuable lives have been saved by the timely warnings emanating from the Hongkong Observatory. Yet there is no praise; no thanks. It is said—"Oh, he has only done his duty properly, at last!" It is not considered by such hard-to-please people that the best of us may make mistakes and that it is highly probable that there is no employed by the Government of Hongkong more exposed to hostile criticism as the meteorological observer whose special duty it is to give timely warnings of approaching storm. But let leave the Past and view for moment the Present. What has the Observatory accomplished in connection with the storm that raged here last night and for, as I write, still making things pretty lively in the harbour. I contend that it has achieved a great success. Mr. Figg, or whoever it was that issued the first warning last Tuesday is to be congratulated and heartily thanked for his work, the more so because we are now cut off from Manila, a most important port whereof warnings are obtainable. It appears evident that Mr. Figg detected this typhoon when it was between 400 and 500 miles distant from the Colony, that he "kept the run" of it so well that he was in a position to fire the "typhoon gun" at the proper moment. He gave good and timely warning, thus causing a considerable saving of life and property.

I trust, Sir, you will grant space for these comments, and although some caustic critics may "take it up" I am confident all fair-minded and impartial critics will say that this note does no more than honour, in a mild way, one to whom honor is due.

Enclos.

Yours faithfully,
NAUTICUS,
Hongkong.

THE PHILIPPINE ISLANDS.

The islands were discovered by Magellan in 1511, and Manila, the capital, was founded by Legaspi in 1571, and since that time they have been under the dominion of Spain. Their conquest and retention was in marked contrast to the usual Spanish methods of dealing with conquered people, methods of which Cortes and Pizarro are the chief exponents. Legaspi with six Augustinians and a handful of soldiers accomplished the wonderful work of conquest. Without greed for gold and without any exhibition of cruelty or persecutions, these devoted men laboured among the docile people until they won their confidence, so that the islands were seized with little bloodshed and no massacre or desolation. The name "Islas Filipinas" was given by Legaspi in 1571. Conflicts with frontier rebellious tribes, attacks by pirates, earthquakes and typhoons serve to break up the monotony of an otherwise uneventful history. Manila was captured by the English under Draper and Corse in 1762, and remained for \$5,000,000 but was restored in 1763. The present insurrections in the islands were put down with an iron hand and many atrocities were committed, so that it is little wonder that many of the inhabitants look upon the arrival of the Americans as a deliverance.

While none of the islands have very high mountains (the highest, Apo, in Mindanao, being over 9,000 feet), still all the islands may be described in general as mountainous and hilly. Volcanic forces have had a large share in shaping the archipelago, but few of the peaks are now volcanic. In 1814 a terrible eruption destroyed 12,000 people at Camiguin, Budiso, Iloilo, Culmoabat and Daraga. In 1867 the same district was visited with another eruption.

The Philippines are also notorious for terrible typhoons. In 1876 one of these storms burst over Luzon, piling down the sides of the mountain Mayon, bringing destruction to a number of cities, completely ruining 6,000 houses.

Typhoons on the coast are also common. The third great evil to which the islands are treated is the earthquakes, which visit them so frequently that they affect the style adopted in the erection of buildings. The most violent earthquake occurred in 1880, destroying an immense amount of property, including the cathedral. The Philippines Islands are peculiar in having three seasons—a cold, a hot and a wet. The first extends from November to February or March. The winds are northerly and woolen clothing and a fire are desirable, the sky is clear and the air bracing, and Europeans in this strange climate consider it the pleasantest time of the year. The hot season lasts from March to June, and the heat becomes oppressive and thunderstorms of terrific violence are frequent. During July, August, September and October the rain comes down in torrents, and large tracts of the lower country are flooded.

Manila lies on the western side of the island of Luzon and is about 600 miles from Hongkong. It has one of the most spacious and beautiful harbours in the world. The shores are low and inland can be seen the outline of mountains. The city of Manila resembles a dilapidated fortress surrounded by stone walls 300 years old. There is also a wide, shallow moat. The gates are never closed and it is doubtful if the city could make any defence. There is also an old fort. Several creeks branch off from the landlocked bay and afford a means of communication with the suburbs. These creeks are crossed by innumerable bridges, and cause threads their way through these narrow waterways, which somewhat resemble a tropical Venice. Around the walls and the edge of the bay is a fashionable drive lined with almond trees. It is here that the well-dressed inhabitants walk, drive, and meet their friends. Of nearly 600,000 people in the province there are not more than 5,000 Spaniards. One of the most curious sights to the traveller who comes from China are the large two-wheel drays drawn by so called water buffaloes. They are gilded by a ring through the nose, to which is attached a cord leading back to the driver, who either mounts on his back or rides on the shafts. The weight of the load is borne on the neck by means of a yoke. The beasts are docile and their chief delight seems to be to wallow in the mud, and to submerge themselves so that only the nose is out of the water. The water buffalo is particularly valuable to the inhabitants as a beast of burden, as it can drag a plough and can walk while knee deep in mud. The milk of the female is very generally used instead of cow's milk, but its meat is unfit for food. In the two best streets of Manila there are excellent stores in which goods of all kinds can be purchased at moderate prices, many of the merchants being Chinese. The churches must have been impregnable buildings years ago before they were taken and in some cases wrecked by earthquakes. They contain no works of art of any value. The dwelling houses in Manila are constructed with a view of shutting out the intense heat of the summer. The houses are rarely more than two stories in height, owing to the ravages of earthquakes. Glass is of course unknown, as the earthquakes would shatter every pane.

Strange to say, life in the old city does not present many points of interest to the traveller, for the streets are narrow and the houses solid and gloomy. It is a marked contrast to the business-like cities of South America. The Spaniards born in the Iberian Peninsula took down upon those born in the islands, so that class distinctions are very closely drawn. This has resulted in the failure to make political combinations. Hatred and jealousy of the foreigners are carried to extreme limits, the Chinese coming in for a large share of their disfavour. The theatres are poor, concerts are rare, and there is no library, and their amusements are mostly limited to hearing the band play, attending balls on Sundays and cock fights. The cockpits are licensed by the government, and though the betting is limited by law, the citizens will not hold to it. The revenues of the islands are furnished by direct taxes on every Indian, half-breed and Chinese. The ideas of the natives is exceedingly picturesque and is never adopted by the Spanish. Clowns make in and around the city of Manila number 22,000, and they are all girls and women with the exception of 1,500 men. They present a picturesque appearance with their native costume and huge hats intended to protect them from the rays of the sun. They make their clowns squatting on their heels or sitting on bamboo stools two inches high. They frequently come from considerable distances, going back and forth in boats. Tobacco has always been and probably will continue to be the most important product of the Philippines; and, according to the old laws, the Indians were compelled to raise tobacco in certain regions which were not adapted to growing it, even to the exclusion of other crops, but in 1853 the laws were repealed and the result was the securing of finer tobacco and better cigars for they are now made at a higher price. The wants of the natives are few and are easily supplied. They live along the banks of the rivers in huts made of bamboo and cane thatched with palm leaves. Some of the views in the suburbs of Manila are enchanting.—*Scientific American.*

Doubtful.—Spending.—Well, if my money should go, dearest, you'd still have me!

Mrs. Spendley.—Don't you be too sure about that!

NOT ANDA.

CALENDAR.

JULY.
 Meteorological means based on ten years' observations to 1893.

Bonometer 29.867
 Thermometer 76.2
 Humidity 84.0
 Rainfall 15.0

TO-DAY.

WEATHER REPORT.

	On land	On sea
Barometer	30.68	30.64
Thermometer	80	81
Humidity	84	82
Rainfall	1.04	

TO-MORROW.

Saturday, 2nd July, 1898.

	Morning	Afternoon	Evening
Barometer	30.68	30.64	30.64
Thermometer	80	81	81
Humidity	84	82	82
Rainfall	1.04		

TO-MORROW.

Friday, 1st July, 1898.

High water—Morning 8hr. 51min.

Low water—Morning 8hr. 15min.

Afternoon 1hr. 48min.

ANNIVERSARIES.

1690—Battle of the Poyle.

1801—First steamer on the Thames.

1844—Mr. H. C. Sir, the first Hongkong bar-

sister arrived.

1854—Meeting of the first Cape Parliament.

1857—Hakozaki, Ranagawa, and Nagasaki opened to foreign trade.

1863—Princess Alice made.

1875—Green Island Light first exhibited.

1893—Two Swedish missionaries murdered near Hawk.

1896—Reported discovery by Dr. Versin of cure for plague.

TO-MORROW.

Saturday, 2nd July, 1898.

Moon—Maximum Declination S. 8hr. 6pm.

High water—Morning 8hr. 51min.

Low water—Morning 8hr. 15min.

Afternoon 1hr. 48min.

ANNIVERSARIES.

1840—Amyot fogs and a fleet of junks destroyed by H.M.S. Blown.

1857—Lord Elgin arrived in Hongkong.

1873—French Expedition from the Hongkong arrived in Hongkong.

1881—Assassination of President Garfield.

1897—Banquet given to the Russian Ambas-

sadors by the Empress Dowager.

SHIPPING AND MAIL NEWS.

MAIL DUE:

Australian (*Gulfers*) 2d prox.

Indian (*Sutsons*) 5th prox.

French (*Melbourne*) 6th prox.

Canadian (*Empress of Japan*) 12th prox.

American (*Belgian*) 17th prox.

THE C. N. Co.'s steamer *Changsha* from Australian ports left Port-Darwin 30th June and may be expected here on or about Saturday 9th July.

THE Canadian Pacific Railway Co.'s steamer *Empress of India*, arrived at Amoy at 9 a.m. on Thursday the 30th June and left at 3 p.m. of same day for Shanghai.

THE Canadian Pacific Railway Co.'s steamer *Empress of China* from Hongkong arrived at Vancouver at 1 p.m. on Wednesday the 29th June.

HONGKONG AND WHAMPoa DOCK RETURNS.

Idem Poms. at Kowloon Dock

Petrol "

Ningchow "

Germany "

Gibraltar "

Gibraltar "

Dort "

Cosmopolitan "

NO BUILDING BIG ENOUGH.

Probably the two women whose names we are about to mention by the bold will and consent never saw or even heard of each other. A broad bit of sea-water rolls between the places where they severally live. Still, the world is getting smaller every day, and it is quite possible they may meet; if they do, will they have a common subject for a talk? Without waiting for that, however, we will let the reader into the secret (so far as it is a secret) right on the spot.

The first lady to be named resides at Bishop's Norton, near Rinton, Lindsey, Lincolnshire, and in a letter dated the 16th of the blustering month of March, 1869, she says, "I trembled from head to foot."

This would scarcely be worth

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS.

	DESTINATIONS.	SAILING DATES.
TOKIO MARU.....	THURSDAY ISLAND, TOWNS- VILLE, MACKAY, BRISBANE, SYDNEY AND MELBOURNE.	TO-MORROW, and July, at Noon.
E. W. Haswell.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, FERNAN-	TUESDAY, 5th July, at 4 P.M.
SANUKI MARU.....	WERP, COLOMBO and PORT SAID.	THURSDAY, 7th July, at 4 P.M.
W. Townsend.....	KOBE and YOKOHAMA.	FRIDAY, 8th July, at 12 Noon.
MATSUOKA MARU.....	VLADIVOSTOK, via SHANGHAI, CHINFOO, CHIMULPO, NAGOAKI, FUSAN and GINSAKU.	THURSDAY, 14th July, at 4 P.M.
J. Ingl.....	SEATTLE, WASH., U.S.A., via KOKE SEATLE, WASH., U.S.A., via KOKE and YOKOHAMA.	TUESDAY, 19th July, at 4 P.M.
RIOJUN MARU.....	MARSEILLES, LONDON and ANTWERP, via SINGAPORE Transhipping Cargo for JAVA PORTS.	Hongkong, 20th June, 1898.
A. E. Morris.....	PENANG, COLOMBO and PORT SAID.	
HAKATA MARU.....		
F. L. Sommer.....		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS:

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOV AND TAMSIU. THE Company's Steamship
"HAIMUN."

Captain Hodgins, will be despatched for the above Ports on SUNDAY, the 3rd July, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 30th June, 1898. [866]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship
"TSINAN."

Captain Ramsey, will be despatched on MONDAY, the 4th July, at 1 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th June, 1898. [778]

HAMBURG-AMERICA LINE
(EAST ASIAN SERVICE)

FOR LONDON, HAMBURG AND ANTWERP.

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, COPIRO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

THE Company's Steamship
"ARMENIA."

Captain Magin, will be despatched for the above Ports on MONDAY, the 4th July.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 23rd June, 1898. [772]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENSIN.

THE Company's Steamship
"KWEIYANG."

Captain Oberbridge, will be despatched as above on WEDNESDAY, the 6th July, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th June, 1898. [801]

FOR COLOMBO, SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES if sufficient inducement offers.)

(Taking Cargo at through rates to ANTWARP, AMSTERDAM, ROTTERDAM, LISBON, COPIRO, LONDON, LIVERPOOL and BREMEN.)

THE Steamship
"DELLA."

Captain E. Christiansen, will be despatched for the above Ports on or about the 6th July.

This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, 24th June, 1898. [788]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"MEMMUIR."

Captain McArthur, will be despatched for the above Ports on THURSDAY, the 7th July, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

Qualified Surgeons are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th June, 1898. [809]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"PRIAM."

Captain Jackson, will be despatched as above on MONDAY, the 12th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th June, 1898. [789]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship
"MOVUNE."

Captain R. Conrad, will be despatched as above on or about the 13th July.

For Freight, &c., apply to HOLIDAY, WISE & Co., Agents.

Hongkong, 22nd June, 1898. [784]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE RO A 1 British Ship
"HAWTHORN BANK."

Grieg, Master, will load here for the above port and will have quick despatch.

For Freight, apply to SHIWAN, TOMES & Co., Agents.

Hongkong, 13th June, 1898. [783]

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY:

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Tacoma... 2,549 | A. Dixon | July 2.

Victoria 3,107 | J. Trebilidge ... | July 10.

Olympia 2,608 | T. H. Pantin ... | Aug. 6.

Arizona 1,305 | J. Pantin, R.N.R. | Aug. 23.

ALSO.

FOR PORTELAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Brasmar 1,601 | E. Porter | Aug. 13.

Mogul 1,654 | W. H. Wright ... | Sept. 10.

Columbia 2,605 | A. Gow | Oct. 1.

THE attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th June, 1898. [778]

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Hongkong, 29th June, 1898. [778]

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(EAST ASIAN SERVICE)

FOR LONDON, HAMBURG AND ANTWERP.

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, COPIRO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

THE Company's Steamship
"ARMENIA."

Captain Magin, will be despatched for the above Ports on MONDAY, the 4th July.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 23rd June, 1898. [772]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENSIN.

THE Company's Steamship
"KWEIYANG."

Captain Oberbridge, will be despatched as above on WEDNESDAY, the 6th July, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th June, 1898. [801]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS).

THE Steamship
"VERONA."

Captain S. Batcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY and STRAITS, &c., on SATURDAY, the 9th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 25th June, 1898. [788]

NORDDEUTSCHE LLOYD,

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZU,

PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS:

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, AND SOUTH AMERICAN PORTS.

THE HONGKONG TELEGRAPH, FRIDAY, JULY 1, 1898.

CHANGE OF MINISTRY IN JAPAN.

The Japanese Consul at this port received a telegram from his Government last night to the effect that Marquis Ito's Cabinet resigned yesterday and a new ministry has been formed as follows:—
COUNT OKUMA, Prime Minister and Minister for Foreign Affairs.
COUNT ITAGAKI, Minister for Home Affairs.
Mr. M. MATSUDA, Minister for Finance.
Mr. M. OISHI, Minister for Commerce and Agriculture.
Mr. Y. HAYASHI, Minister for Communications.
Mr. Y. OAKA, Minister for Education.
Both war and Naval Ministers remain as before.

THE ROYAL HONGKONG GOLF CLUB.

PROFESSION PAIRS TOURNAMENT.

Fourteen couples entered, and in the latter half of June some interesting matches resulted. The winners of last year are again at the head of the list, after having tied with their opponents in the semifinal, and on replaying the match defeating them after a close game by 2 up and 1 to play.

FIRST TIES.

Mr. E. E. Deacon and **Mr. J. F. Noble** (bankers) a bye.
Messrs. C. H. Grace and **W. Taylor** (cooper's), allowing 3 strokes, were defeated by 6 up and 4 to play.

Messrs. A. S. Anton and **A. J. McClure** (bankers), allowing 3 strokes, were defeated by 5 up and 3 to play.

Messrs. P. A. Cox and **G. Millward** (shipping), receiving 1 stroke from **Messrs. G. W. F. Playfair** and **H. Pinckney** (bankers), were defeated by 5 up and 4 to play.

Messrs. C. Stewart and **M. Stewart** (finance), receiving 2 strokes from **Dr. J. A. Lowson** and **Capt. R. Ramsey**, R.N. (civil service), won by 3 up and 2 to play.

Messrs. C. W. May and **P. de C. Morris** (bankers), allowing 3 strokes defeated **Messrs. H. L. Dalmatian** and **C. A. Tomes** (merchants), by 3 up and 1 to play.

Capt. Montgomery, R.N., and **Com. Taylor**, R.N. (Navy), allowing 4 strokes to **Messrs. A. Smith** and **E. F. Mackay**, won by 6 up and 4 to play.

Dr. J. M. Atkinson and **Mr. H. P. Tooke** (civil service) a bye.

SECOND TIES.

Capt. Hibbert and **Lient. Letbridge**, allowing 2 strokes, defeated **Messrs. E. E. Deacon** and **J. F. Noble** by 3 up and 1 to play.

Messrs. A. S. Anton and **A. J. McClure**, allowing 4 strokes to **Messrs. G. W. F. Playfair** and **H. Pinckney**, won by 4 up and 3 to play.

SEMI-FINAL.

Capt. Hibbert and **Lient. Letbridge**, receiving 5 strokes, defeated **Messrs. A. S. Anton** and **A. J. McClure** by 4 up and 2 to play.

Messrs. C. Stewart and **M. Stewart**, receiving 2 strokes defeated **Messrs. C. W. May** and **P. de C. Morris**, after a tie and round replayed, by 2 up and 1 to play.

FINAL.

Messrs. C. Stewart and **M. Stewart**, allowing 6 strokes, defeated **Capt. Hibbert** and **Lient. Letbridge** by 3 up and 2 to play.

The Naval representatives, who stood a very good chance of being in at the finish, were unfortunately obliged to scratch owing to H.M.S. *Bonaventure* being ordered away to Manila. Two of the civilians likewise scratched consequent on the indisposition of one of the pair.

CAPTAIN'S CUP FOR JULY.

This competition is fixed for Saturday, July 6th, to Monday, July 11th, and the

QUARTERLY MEETING FOR THE MACREWEN CUP, &c., will be held at the end of the following week.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE TYPHOON.

To the Editor of the "Hongkong Telegraph."—Sir.—From time to time during the past decade I have been a peripatetic visitor to this port, and in common with others of my profession have had a use to both bless and curse the "look-out man" who studies the sun, the moon, the stars, the tides and goodness knows what else besides with a view to furnishing the Colony with "Typhoon Warnings." Caustic and, sometimes, vicious have been the criticisms indulged in at the expense of the official responsible for stormy warnings issued from the Hongkong Observatory when it has been found that he was a little out in his calculations. But I cannot remember—possibly I was at sea when it was published—any credit being given to the gentleman who has to be up early and day watching indications of a typhoon advancing on the colony, or observing what he believes to be indications of an approaching cyclonic storm when he succeeds, by his skill, his perseverance and knowledge obtained by research and unceasing toil, in locating a typhoon and giving us all timely warning of its approach. Doubtless hundreds of thousands of dollars worth of property and scores of valuable lives have been saved by the timely warnings emanating from the Hongkong Observatory. Yet there is no praise, no thank. It is said—"Oh, he has only done his duty properly, of late!" It is not considered by such hard-to-please people that the best of us may make mistakes and that it is highly probable that there is no employed by the Government of Hongkong more exposed to hostile criticism than the meteorological observer whose special duty it is to give timely warning of approaching storm. But let leave the Past and view for moment the Present. What has the Observatory accomplished in connection with the storm that raged here last night and is, as I write, still making things pretty lively in the harbour. I contend that it has achieved a great success. Mr. Flig, or whoever it was that issued the first warning last Tuesday is to be congratulated and heartily thanked for his work; the more so because we are now cut off from Manila, a most important port whose warnings are obtainable. It appears evident that Mr. Flig detected this typhoon when it was between 400 or 500 miles distant from the Colony, that he "kept the run" of it so well that he was in position to fire the "typhoon gun" at the proper moment. He gave good and timely warning, thus causing a considerable saving of life and property.

I trust Sir, you will grant space for these comments, and although some carping critics may "take it up" I am confident all fair-minded and impartial critics will say that this note does no more than honour, in a mild way, one to whom honour is due.

Enclosing my

Yours faithfully,
NAUTICUS.

Hongkong, 1st July, 1898.

THE PHILIPPINE ISLANDS.

The islands were discovered by Magellan in 1521, and Manila, the capital, was founded by Legaspi in 1571, and since that time they have been under the dominion of Spain. Their conquest and retention was in marked contrast to the cruel Spanish methods of dealing with conquered people, methods of which Cortes and Pizarro are the chief exponents. Legaspi had six Augustinians and a handful of soldiers accomplished the wonderful work of conquest. Without greed for gold and without any exhibition of cruelty or persecution, these devoted men laboured among the docile people until they won their confidence, so that the islands were seized with little bloodshed and no massacre or despoliation. The name "Isla Filipinas" was given by Legaspi in 1565, contests with frontier rebellious tribes, attacks by pirates, earthquakes and typhoons serve to break up the monotony of an otherwise uneventful history. Manila was captured by the English under Draper and Corse in 1762, and remained for \$6,000,000 but was restored in 1764. The present insurrections in the islands were put down with an iron hand and many atrocities were committed, so that it is little wonder that many of the inhabitants look upon the arrival of the Americans as a deliverance.

While none of the islands have very high mountains (the highest, Apo, in Mindanao, being over 9,000 feet), still all the islands may be described in general as mountainous and hilly. Volcanic forces have had a large share in shaping the archipelago, but few of the peaks are now volcanic. In 1814 a terrible eruption destroyed 12,000 people at Camiling, Budao, Albay, Guinobatan and Daraga. In 1867 the same district was visited with another eruption. The Philippines are also notorious for terrible typhoons. In 1876 one of these storms burst over Luzon, pouring down the sides of the mountains Mayon, bringing destruction to a number of cities, completely raining 6,000 houses. Typhoons on the coast are also common. The third great evil to which the islands are treated is the earthquakes, which visit them so frequently that they affect the style adopted in the erection of buildings. The most violent earthquake occurred in 1880, destroying an immense amount of property, including the cathedral. The Philippine Islands are peculiar in having three seasons—a cold, a hot and a wet. The first extends from November to February or March. The winds are northerly and woolen clothing and a fire are desirable, the sky is clear and the air bracing, and Europeans in this strange climate consider it the pleasantest time of the year. The hot season lasts from March to June, and the heat becomes oppressive and thunderstorms of terrific violence are frequent. During July, August, September and October the rain comes down in torrents, and large tracts of the lower country are flooded.

Manila lies on the western side of the island of Luzon and is about 600 miles from Hongkong. It is one of the most spacious and beautiful harbours in the world. The shores are low and island can be seen the outline of mountains. The city of Manila resembles a dilapidated fortress surrounded by stone walls 300 years old. There is also a wide, shallow moat. The gates are never closed and it is doubtful if the city could make any defence. There is also an old fort. Several creeks branch off from the landlocked bay and afford a means of communication with the suburbs. These creeks are crossed by numerous bridges, and connect their way through these narrow waterways, which somewhat resemble a tropical Venice. Around the walls and the edge of the bay is a fashionable drive lined with almond trees. It is here that the well-to-do inhabitants walk, drive, and meet their friends. Of nearly 600,000 people in the province there are not more than 5,000 Spaniards. One of the most curious sights to the traveller who comes from China are the large two-wheeled drays drawn by so called water buffaloes. They are gilded by a ring through the nose, to which is attached a cord leading back to the driver, who either mounts on his back or rides on the shafts. The weight of the load is borne on the neck by means of a yoke. The beasts are docile and their chief delight seems to be to wallow in the mud, and to submerge themselves so that only the nose is out of the water. The water buffalo is particularly valuable to the inhabitants as a beast of burden, as it can drag a plough and can walk while knee deep in mud. The milk of the female is very good, really need instead of cow's milk, but its meat is unfit for food. In the two best streets of Manila there are excellent stores in which goods of all kinds can be purchased at moderate prices, many of the merchants being Chinese. The churches must have been imposing buildings years ago before they were shaken and in some cases wrecked by earthquakes. They contain no works of art of any value. The dwelling houses in Manila are constructed with a view of shutting out the intense heat of the summer. The houses are rarely more than two stories in height, owing to the ravages of earthquakes. Glass is of course unknown, as the earthquakes would shatter every pane.

Strange to say, life in the old city does not present many points of interest to the traveller, for the streets are narrow and the houses solid and gloomy. It is a marked contrast to the businesslike cities of South America. The Spaniards born in the Iberian Peninsula look down upon those born in the Islands, so that class distinctions are very closely drawn. This has resulted in the failure to make political combinations. Haughty and jealous of the foreigner, are carried to extreme limits, the Chinese coming in for a large share of their disfavour. The theatres are poor, concerts are rare, and there is no library, and their amusements are mostly limited to hearing the band play, attending balls on Sundays and cock fights. The cockpits are licensed by the government, and, though the betting is limited by law, the citizens will not hold to it. The revenues of the islands are furnished by direct taxes on every Indian, half-breed and Chinese. The dress of the natives is exceedingly picturesque and is never adopted by the Spanish. Cigar makers in and around the city of Manila number 32,000, and they are all girls and women with the exception of 1,500 men. They present a pictureque appearance with their native costume and huge hats intended to protect them from the rays of the sun. They make their cigars squatting on their heels or sitting on bamboo stools two inches high. They frequently come from considerable distances, going back and forth in boats. Tobacco has always been and probably will continue to be the most important product of the Philippines; and, according to the old laws, the Indians were compelled to raise tobacco in certain regions which were not adapted to growing it, even to the exclusion of other crops, but in 1883 the laws were repealed and the result was the securing of finer tobacco and better cigars for they are now made at a higher rate. The wants of the natives are few and are easily supplied. They live along the banks of the rivers in huts made of bamboo and canes thatched with palm leaves. Some of the views in the suburbs of Manila are enchanting.

Doubtful. Spendley.—Well, if my money should go, dearest, you'd still have me!
Mrs. Spendley.—Don't you be too sure about that!

NOT ANDA.

CALENDAR.

JULY.
Meteorological means based on ten years' observations to 1893.

Barometer 28.67
Thermometer 76.5
Humidity 83.4
Rainfall 15.0

TO-DAY.

WEATHER REPORT.

On date: On date:

Barometer 29.64 29.64
Thermometer 80 85
Humidity 84 87
Rainfall 1.04

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